(2) When a passenger is detected withi unbooked or partially booked luggage more than the free allowance and exceeding the marginal allowance, the penalty charge will be six times the normal tariff ratq subject to a minimum of Rs. 50.

(3) When a passenger is detected with unbooked or partially booked luggage mee than the maximum quantity of luggage that can be carried inside the compart ment, the penalty charges will be six times at normal tariff rate subject to a mini mum of Rs. 50.

**Preservation of Jantar Mantar at Jaipur and New Delhi"**

359. SHRI M. KADHARSHA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government's attention has been drawn to the news item published in the Hindustan Times of the "3rd November, 1985 under the caption '.Tan-tar Mantar ruined beyond repairs' regarding the deplorable condition of the Jantar Mantar monuments in New Delhi and Jaipur; and

(b) if so, what are the details thereof and what steps Government propose to take to preserve these monuments?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI): (a) The Hindu, Madras dated 23-11-85 published a report under the caption "Jantar Mantar ruined beyond repairs" alleging that Jantar Mantar at Delhi is in a bad stats of preservation. There is no reference to the bad state of preservation of Jantar Mantar at Jaipur ia that report.

(b) The Jantar Mantar monument complex in Delhi which is under Central protection has been kept in a good state of repair and preserved as an emblem of Indian Astronomical Science in the 18th Century. The environment around the monument complex is maintained by horticultural operations and the fountains ia the main central trough have been activated. The monuments are alsr> floodlit .

Jantar Mantar at Jaipur is maintained as a monument by the Government of Rajasthan.

**Direct air service between Delhi ani' Madras**

360. SHRI M. KADHARSHA: Will the Minister of TRANSPORT be pleased to state;

(a) whether there is any proposal under Goernment's consideration to start direct air service between Madras and Delhi;

(b)if so, by when the service is likely to be commenced; and

(c) if the answer to pait (a) abov; be in the negative, what are the reason.-therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER)- (a) Yes, Sir.

(b) and (c) Indian Airlines will start a direct non-stop service between Delhi and Madras after the induction, in its fleet, of additional aircraft capacity.

**Growth in traffic of Air India**

361. SHRIMATI SUDHA VUAY JOSHI;

SHRIMATI AMARJIT KAUR;

Will the Minister of TRANSPORT be pleased to state;

(n) what was the targeted growth in the traffic" of Air India during ths Sixth Five Year Phin period;

(b) whether the same has been achieved;

(c) if not, what are the reasons therefor; and

Cd) what is the target of growth in traffic of Air India during the Seventh Five Year "Plan period?

THE MINISTER OF STATE IN THE DEPARTMENT OF CTVIL AVIATION (SHRI JAGDISH TYTLER); (a) to (c) During the mid term appraisal of

the Sixth Five Yea$_r$ TTan, Th May, 1982, Air India projected an average annual growth of traflic at 9^8 per cent, but this level eould not be achieved due to tbe increase in fuel prices and other factors.

Cd) Initially, Air India's projection of average traffic growth during Seventh Five Year Plan period was 8 per cent. Modi-ified projections vary between 4 oer cent to 6 per cent.

**Linking of travel agencies with Indian Airline computer centre**

362. SHRIMATI SUDHA VIJAY JOSHI: SHRIMATI AMARJIT KAUR.-

Will the Minister of TRANSPORT he pleased to state;

(a) whether there is any proposal under Government's consideration to lint travel agents offices with the Indian Air- . lines computer centre for the speedy confirmation of reservations;

(b) whether any criterion has been laid $^{down}$ *°r selection of such travel agents; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) No, sir. The proposal j$_s$ in Ihe preliminary stage of discussions with the Travel Agents' Association of India.

(c) Does not arise.

**Revised DTC bu$_s$ fares**

363. SHRI J. P. GOYAL;
SHRI INDRADEEP SINHA; SHRI SYED AHMED HASHMl. SHRI F. M. KHAN:

Will the Minister of TRANSPORT he pleased to state;

(a) whether it is a fact that Govern, ment $^{fi}$ave recently revised fares on the Delhi Transport Corporation buses;

(b) if so, what are the details thereof;

(c) what ar$_e$ the reasons for increasing the fares to such an extent; and

(d) whether Government propose to withdraw the increase?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) Yes, Sir.

The details of the fares upto 7-2-1986 and from 8-2-1986 are given hereunder:-

| Distance (in Kms.) | Fares (in paise) upto 7-2-86 |
|---|---|
| 0—4 | 30 |
| 4—16 | 40 |
| 16—20 | 50 |
| 20+ | 75 |

| Distance (in Kms) | Fares (in paise) from 8-2-86 |
|---|---|
| 0—6 | 50 |
| 6—16 | 100 |
| 16+ | 150 |

(c) DTC has been incurring losses since its inception and was operating on a sialic, uneconomic and low fare stiucture. DTC ha$_s$ $^{Deen}$ charging more or less the same fares over the last 35 years except with slight adjustments for conversion into decimal, coinage, and rationalisation made in February, 1979.

On the other hand, the cost of inputs especially the material & labour inputs which are the two major components of cost, hav$_e$ been showing spiralling increases over the years. The working cost in 1971 was Rs. 1.58 per km. whereas at the end 1984-85, it is Rs, 5.21 pe$_r$ km, ie-cording an increase of 23 per cent ovei 1970-71. In order to mobilise additional resources and to reduce the incidence ot working losses, Government had approv-ed implementation of the above revised fare structure effective from 8-2-1986.

(d) No such proposal is under consi. deration at present.